

# The Hongkong Telegraph

EXCHANGE  
Closing Quotations:  
T.T. London 2a. 43d.  
On Demand 2a. 4.13-16d.

WEATHER FORECAST  
CLOUDY  
Barometer 29.72.

(ESTABLISHED 1881)

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June 1, 1917. Temperature 6 a.m. 81. 2 p.m. 86  
Humidity 85. 74

June 1, 1916. Temperature 6 a.m. 78. 2 p.m. 76  
Humidity 78. 75

7670 日二十四

FRIDAY, JUNE 1, 1917.

五朔日 一月六英華

NO. 10,000

## TELEGRAMS.

[Reuter's Service to The "Telegraph."]

### MORE KAISERISMS.

Germany Engaged in a "Holy Fight!"

London, May 30.

According to Reuter's correspondent at Amsterdam, the Kaiser, in a remarkable address to the troops on the Arras front, declared that the enemy was attempting, with unparalleled supplies of munitions, finally to break the German resistance. He said:—"Noble-minded Germans can appreciate the motive of the French, who are fighting to liberate their home, but the English are fighting obstinately and tenaciously only for the enlargement of their power at Germany's cost. Germany is fighting a holy fight, the duration of which is in God's hands. Germany's business is to hold on, however long it may last. German civilians are prepared to share with the troops every danger and distress. Meanwhile, German submarines are working to cut to pieces the enemy's vital nerve."

### AUSTRIAN PARLIAMENT OPENS.

A Very Lively Session Expected.

London, May 31.

According to Reuter's correspondent at Amsterdam, a Vienna message says the Reichsrath has opened its first sitting since the war. The galleries were crowded. Dr. Gross, the leader of the German National League, has been elected President.

There are indications that the session will be a very lively one, as the Czech Parties, who are numerically superior, are united in order to insist on the foundation of a single Slav State, while the Poles and Socialists intend to make a demonstration in favour of peace. Moreover, the Poles demand the union of Galicia with an independent Poland having an outlet to the sea.

### Hostility of the Czechs.

London, May 30.

The meeting of the Reichsrath has everywhere aroused great attention, owing to the possibilities of big developments therefrom. The Czechs have already begun a policy of bitter hostility towards the Government. They did not participate in the voting for the President, while they have elected M. Klotfach their chairman, as a protest against the Government's imprisoning him for three years without trial on a charge of high treason.

### MAILS FROM HOME.

Fortnightly Despatch in Future.

London, May 30.

The Postmaster General announces that in future mails will be despatched to India and the East fortnightly, instead of weekly.

The first mail under the new arrangement will be despatched next week.

### JAPAN'S NEED OF GOLD.

London, May 30.

The Times correspondent at New York states that in response to requests for information about the heavy gold outflow to Japan, the agencies of Japanese financial institutions have informed the Treasury that they will probably require ten millions sterling of gold during the next three months, in order to pay India for cotton.

### MR. CHURCHILL AND THE GOVERNMENT.

London, May 31.

The Daily Chronicle states that Mr. Winston Churchill has been offered a post in the Government.

### IMPORTANT SHIPPING FUSION.

London, May 31.

The Times states that an agreement has been concluded for the fusion of the interests of the Peninsular and Oriental Steam Navigation Company and the Union Steamship Company of New Zealand.

### A BRITISH AEROPLANE'S FLIGHT.

London, May 31.

Reuter's correspondent at Rome says a British aeroplane has arrived there. It flew over London, stopping at Paris, Turin and Pisa.

### FRENCH APPEAL TO BRITISH SHIPPING.

London, May 31.

According to Reuter's correspondent at Paris, M. Boussenot, the Secretary of the Naval Committee of the Chamber, contributes an article to a newspaper, appealing for further British help to French shipping. He mentions that over 800 British ships are at present working for France.

### LORD DEVONPORT'S INDISPOSITION.

London, May 31.

Lord Devonport, the Food Controller, is suffering from a disease of the eye.

## TELEGRAMS.

[Reuter's Service to The "Telegraph."]

### RUSSIAN AFFAIRS.

An International Socialist Conference.

London, May 10.

According to Reuter's correspondent at Petrograd, the Executive of Soldiers' and Workmen's Delegates has decided to convene an International Socialist Conference at Stockholm between July 15 and July 30.

### Finnish Demands.

London, May 31.

Reuter's correspondent at Petrograd says the Government is discussing Finnish demands, including autonomy from Finland, under an international guarantee.

### Punishing Drunkards.

London, May 31.

According to Reuter's correspondent at Petrograd, the Government has decreed that all cases of public drunkenness shall be punished with eighteen months' imprisonment; and for violence or robbery by a drunkard, six or eight years' servitude.

### A Financial Proposal.

London, May 31.

Reuter's correspondent at Petrograd states that the Government has unanimously approved of the proposals of M. Tchelstchenko, who is temporarily in charge of the Finance Department, to raise a loan of two thousand million roubles for the issue of paper money.

### GREAT AERIAL BATTLES.

Strange Spectacles in France.

London, May 31.

Correspondents at Headquarters state that, despite the lull in fighting, the British aerial offensive continues unrelentingly, day and night.

There have been some most desperate air battles fought recently, many at a height of 19,000 feet.

Thirty German machines were destroyed on May 27 alone, when, in one case, six British and eight German machines were so close that wings grazed wings. The spectacle was bewildering, as the combatants described enormous loops and crescents, holding each others' tails. Once, seven machines locked together and towards the earth, pouring out bullets amid a shower of shrapnel from the guns below, in a fight to the end, which resulted in the destruction of four German machines, the British machines being worthless.

On another occasion, a British pilot, after destroying two machines, was attacked, but he felled his assailant with seven shots from an automatic pistol after his gun had become jammed.

### SOCIALIST CONFERENCE.

The British Representatives.

London, May 31.

According to Reuter's correspondent at Stockholm, the Dutch-Scandinavian Socialist Committee has been informed that the British Socialists have nominated Mr. G. H. Roberts, M.P., and Mr. Ramsay MacDonald, M.P., to represent the majority and minority respectively at the International Socialist Conference.

### THE WESTERN FRONT.

German Raiders Driven Off.

London, May 31.

Field Marshal Sir Douglas Haig, in a communiqué, states:—We drove off raiders south of Armentières, taking prisoners.

There was considerable reciprocal artillery fire near Baillecourt, on the right bank of the Scarpe.

### Artillery Liveliness.

London, May 31.

A Berlin official message says there is lively artillery firing at the Ypres and Wytschaete bends.

There is a very intense artillery duel at Chemin de Dames and in Western Champagne.

### ITALIAN SHIPPING FREEDOM.

London, May 31.

Reuter's correspondent at Rome states that the arrivals for the past week have been 498 vessels, with a combined tonnage of 486,110. The sailings have been 476, with a tonnage of 451,255, not including fishing boats and small coasters. No steamers were sunk. Twelve sailing ships were sunk, each under fifty tons.

### ITALIAN FOODSTUFF PRICES.

London, May 31.

According to Reuter's correspondent at Rome, the "Gazzetta" announces that persons buying foodstuffs at prices above those fixed by the Government are liable to six months' imprisonment.

### DUTCH STEAMER SEIZED.

London, May 27.

The "Mars" states that the Dutch steamer "Pomona", from Copenhagen to Amsterdam, has been taken by Swinemann.

## TELEGRAMS.

[Reuter's Service to The "Telegraph."]

### GHENT HEAVILY BOMBED.

Visited by Fifteen Allied Aeroplanes.

London, May 31.

Reuter's correspondent at Amsterdam says that, according to the "Echo des Belges", fifteen aeroplanes heavily bombed Ghent on Monday, considerably damaging the railway station and causing a panic. They returned without loss, after numerous air fights.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra].

### EARLIER TELEGRAMS.

#### THE ITALIAN PUSH.

London, May 30.

An Italian official report says: There has been very heavy artillery fire from Mount Cucco to Mount Vodice, eastward of Gorizia. The enemy three times unsuccessfully attacked our trenches on Hill No. 667, between Jamino and the coast. We extended our gains westward of Medea.

#### PRECAUTIONS AGAINST ENEMY RAIDS.

London, May 30.

Viscount French (Commander-in-Chief of Home Defences), replying to a Folkestone deputation, said it is impossible to absolutely prevent aeroplane attacks, but the scheme of defence has been reconsidered in the light of experience gained by the recent raid and he hoped the measures now taken would make any further raid a risky operation involving heavy loss.

#### RESTLESS RUSSIA.

General Smuts' Advice.

London, May 30.

General Smuts, speaking at the Russian Exhibition at the Grafton Galleries, said: If nothing further happened as a result of the war but the Russian revolution posterity would say the war had not been in vain. The Germans had always regarded the Russians as barbarians. Our prayer was that these "barbarians" would save the world from military despotism as they saved Europe from Napoleon; also that they would continue to bear their share in smashing the bloody Turks and thus end their anti-Christian tyranny. He ventured to remind our Russian brethren that discipline must accompany freedom, otherwise freedom was like new wine—it sometimes went to the head. Germany was quite ready to swallow all Russia's ideal formulas about peace without annexation or indemnities and to swallow Russia too. Von Bethmann Hollweg's speech showed that Germany longed for peace but a peace based upon blood and iron must go down by blood and iron. He hoped the Russians would not forget the agony of Serbia and Belgium. The latter was making a brave fight not only here but in East Africa and Central Africa. (Cheers). He knew he was expressing the sentiment of the Russian and other democracies when he said it would be a shame on the Allies if we let these small nations go under.

General Smuts concluded: We have achieved what we thought impossible, namely, a union of the free peoples of the world against autocracies like Germany, Austria and Turkey, and, you may add, the Devil. What a combination!

#### Officers Favour Offensive.

Petrograd, May 30.

The Congress of Delegates of Officers serving at the front has resolved that, while hailing the Provisional Government's aspirations towards a stable peace, the only means of arriving thereto is by the re-establishment of a military offensive.

Deserters have been rounded up at Kieff.

#### Dangers of Drunkenness.

New York, May 30.

A telegram from Petrograd states that the Council of Workmen's and Soldiers' Executive has called attention to deplorable events arising from the increase in drunkenness and lays stress upon the grave dangers to be expected therefrom. The Executive declares that no one has any right to buy drink or vodka and appeals to the people to abolish it for evermore.

#### A WEEK'S SUBMARINING.

London, May 30.

The Admiralty reports that the arrivals for the week were 2,15 in number and the sailings 2,768. Eighteen vessels of over 1,600 tons and one under 1,600 tons were sunk, while seventeen vessels were unsuccessfully attacked. Two fishing vessels were sunk.

#### GOVERNMENT CONTROL OF TOBACCO TRADE.

London, May 30.

The Board of Trade assumes control of tobacco, prohibits dealings therein except as authorized and fixes wholesale prices from 1st June.

#### THE WESTERN FRONT.

London, May 30.

Field Marshal Sir Douglas Haig states: There is nothing of interest to report. The French communiqué says: Both artillery forces continued to be most active in the neighbourhood south of St. Quentin. The Champagne batteries have been silenced. A heavy bombardment of our trenches on Mont Haut and Cagnicourt took place.

## TELEGRAMS.

[Reuter's Service to The "Telegraph."]

### POLISH SINGER'S DEATH.

London, May 31.

A message from Amsterdam states that the death has taken place of the famous Polish singer, Edward Dresz.

### LEAGUE TENNIS.

Naval Yard's First Victory.

The Naval Yard met the University "B" team in the second division of the Tennis League, on the latter's courts yesterday, and won by 53 games to 46. The scores were as follows:

Parry and Crook beat Martin and Woon, 8-3; beat Hung and Tse, 8-3.

Clark and Wimfield beat Hung and Tse, 9-2; lost to Martin and Woon, 5-6; lost to Ang and Ang, 4-7.

Black and Truman lost to Martin and Woon, 4-7; lost to Hung and Tse, 3-8; lost to Ang and Ang, 5

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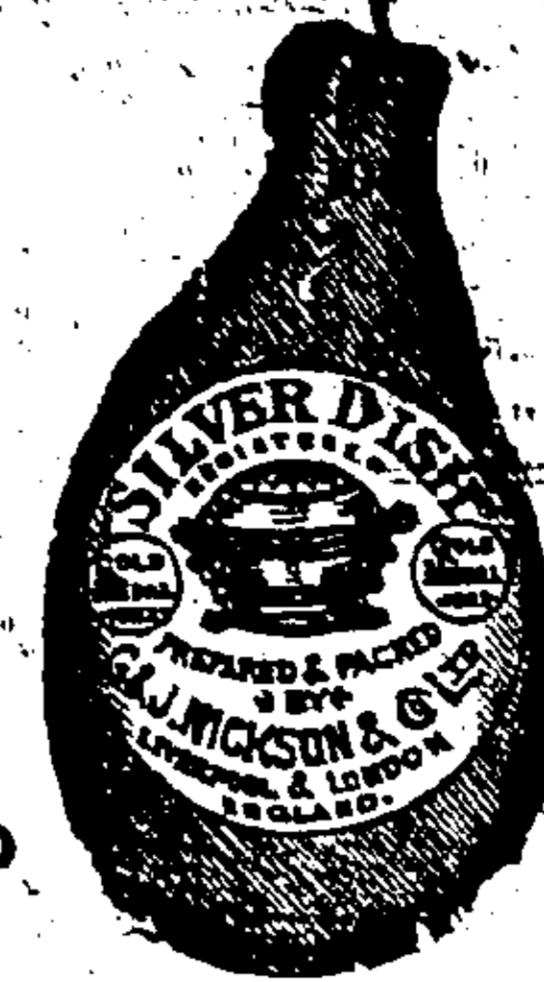
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## GENERAL NEWS.

Import of Pearls and Unset Stones.

The Government of India have intimated that the importation into the United Kingdom of pearls and unset stones, other than diamonds, although prohibited under the proclamation of the 5th December, 1916, is being permitted for the present under a general license issued to His Majesty's Customs authorising them to admit these articles, and that it is not necessary for individuals to apply for import licenses in the case of these articles.

Japanese Fishermen for Alaska.

Two hundred and ten Japanese fishermen who will be employed by the large American salmon fishing and canning concerns in Alaska have left Yokohama. These men will work in Alaska about six months and will return home to spend the winter. The men expect good wages this year, because of the demand for food in the United States and the scarcity of labor. Several hundred more fishermen are now in Yokohama, and will leave for this work on steamers sailing shortly.

Death from Gangrene.

The Malay Mail regrets to record the death, which took place at the European Hospital, Kuala Lumpur, recently, of Mr. W. G. Johns, superintendent of Berjuntai Estate, Kuala Selangor. Mr. Johns went into hospital several weeks ago suffering from injuries to the leg as a result of a motor bicycle accident and gangrene supervening was the cause of his death. Mr. Johns came to this country over ten years ago, and was a very popular member of the planting community. At one time he was prominent among local amateur riders.

The Cost of the War.

A telegram dated Berlin, April 10, says:—An Austrian financial export estimates that the total cost of the war to the end of March has been 407 milliards of kroner. (\$17,000,000,000), fully one-quarter of which has been borne by Great Britain. The Empire Powers share 273 milliards (\$11,500,000,000), of which Great Britain has contributed 100 milliards (over \$4,000,000,000). France 71 milliards, Russia 73 milliards, and Italy 22 milliards. The Central Powers share 132 milliards (\$5,500,000,000). Germany's portion being 79 milliards and Austria-Hungary's 45 milliards.

The Poincaré Badges. Much interest is centred in the arm-badges worn by the French soldiers. Our War Office issue one only, the thin gold stripe denoting that the wearer has been wounded. The French army has many, and the Poincaré carries his whole military record on his sleeve. An inverted "V" high on the right sleeve means "wounded"; a new one is added for each additional wound. A "V" right side up on the same sleeve merely says "Sent home on sick leave." The "V" on the left sleeve indicates length of service; one for the first year, and one for every succeeding six months. A new distinction, which is highly prized, has recently been created—a narrow horizontal band—and means "Six months at Verdun."

"Don't be Impatient." A telegram from Zurich to Le Matin states that in the course of an interview Prince Leopold of Bavaria declared:—"Our military situation is good. People must not lose patience. The population suffers, but must not forget that this is a matter of either life or death. Our sacrifices will not be in vain. Even if by a misfortune which I believe is impossible, we were not victorious, our sacrifices will be very small compared to those which would then be imposed upon us."

In a war like this it is recognized do not come out with only a broken wing. One economic and political life would be wiped out for more than a century. We are therefore forced to resist until we win. Our only alternative is to allow us to be beaten.

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## GENERAL NEWS.

China, Russia and Klaikta. A Shanghai dispatch reports that the Russo-Chinese Klaikta Convention has just been revised, the leading points being as follows:—1.—Russia and China shall establish revenue offices in the leaving places in Sinkiang. 2.—Russia and China shall maintain guards on their boundary lines. 3.—Russia shall not maintain a garrison in her Concessions in China. 4.—In case Russia levies duties on Chinese imports, China shall impose similar duties on Russian goods imported into her territory. 5.—The tariff shall be a conventional one. 6.—The administration of railways, telegraphs and posts in China shall be controlled by the Chinese Government, and Russia shall not interfere therewith.

Hongkong Kindly Note. Kuala Lumpur is organizing a grand fete for August 4, the anniversary of the declaration of war, the funds to go to various war charities. It was proposed to have a lottery in addition to the other attractions but this idea has been abandoned, as the Chief Secretary and High Commissioner both regarded it with disfavour. All communities are to take part and run their own sections and the usual concomitants of such fete will be present in profusion. There will be exhibitions, sports, entertainments, concerts, and many opportunities for disbursing money and the occasion will serve both the sentimental one of celebration of the event and the practical one of obtaining money for war funds.

Mutiny of Chinese Crew. Liverpool, April 12.—A steamer has just arrived at Liverpool and her master reports that when at sea mutiny occurred on board, with the result that one of the crew was killed. There were 45 Chinamen on board and 11 European officers, and the crew were dissatisfied with the cook and threatened to kill him. A serious quarrel ensued on deck, and the officers endeavoured to quieten matters. There then ensued a mutiny against orders, and several of the Chinamen became dangerous. One of them seized an iron bar, with which he made a blow at one of the officers. The latter ducked and dodged the weapon, but a second and third attempt was made, and the officer then felt compelled to fire his revolver. The Chinaman was shot through the head and rolled over dead. The mutiny was subsequently quelled. An inquest will be held on the dead Chinaman.

U Boat Crews' Rewards. The Amsterdam correspondent of the *Times* states that a correspondent of the *Telegraph* on the frontier states that German submarine crews receive the same pay as those of other naval vessels, with the addition of 10 per cent. and prize money. In the case of captured ships the commander and first engineer each receives 5 per cent. of the ship's value as estimated by the Prize Court, the officers may share 15 per cent. of the value, and the crew 25 per cent. Thus 50 per cent. of the value of captured ships goes to the submarine crews. The reward for torpedoed ships is smaller. The ship's assured value is here taken as the basis. The commander and the chief engineer each gets 1 per cent., the officers 4 per cent. together, and the crew 10 per cent. together. During the first six months the rewards paid to a new submarine are somewhat higher. A special prize is given to commanders who destroy most warships on a voyage, and also for special feats.

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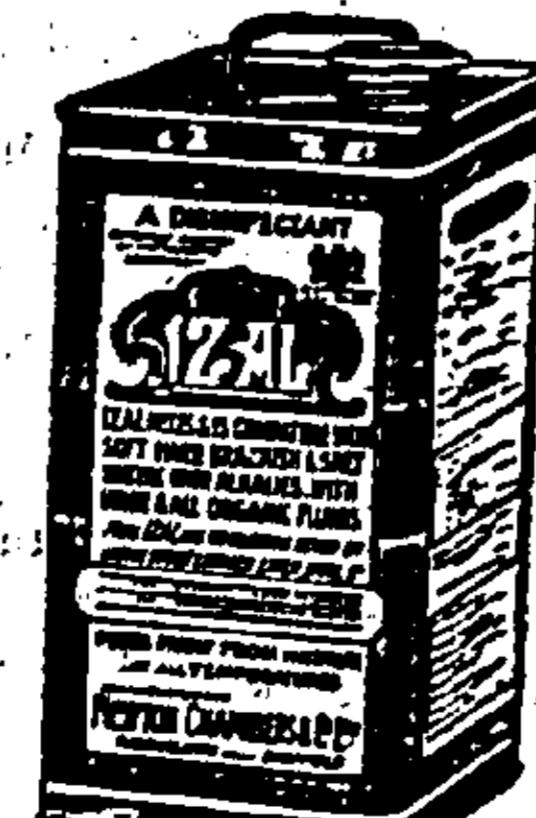
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Apply T. E. Hall, Palace Hotel, Kowloon.

TO BE LET.—FOUR-ROOM-  
ED HOUSES in Gordon  
Terrace and Salisbury Avenue,  
and A "FLAT" in Humphreys  
Buildings, Kowloon.

TO LET OR FOR SALE.—  
Kowloon Marine Lot 48  
with wharf, area 58,000 sq. ft.  
suitable for coal storage, or  
erection of godowns.

Apply to:—  
HUMPHREYS' ESTATE &  
FINANCE CO., LTD.,  
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FOR SALE.

TO BE LET.—OFFICES at 9,  
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Buildings.

HOUSES in Clifton Gardens,  
Conduit Road.

HOUSES in Broadwood &  
Moreton Terraces.

HOUSES on Shameen, CAN-  
TON.

Apply to:—  
THE HONGKONG LAND  
INVESTMENT & AGENCY  
Co., Ltd.

NOTICES.

15.00

PAIR.

15.00

PAIR.

IN BLACK OR TAN.

A SPLENDID WALKING OR

GOLFING SHOE.

WEAR GUARANTEED.

21, HONGKONG HOTEL BUILDINGS.

TEL. NO. 692

THERE IS NOTHING MORE  
REFRESHING  
IN YOUR BATH  
THAN

## WATSON'S HOUSEHOLD - AMMONIA.

In Bottles 75 Cts. Each.

ONLY FROM

A. S. WATSON & CO., LTD.  
HONGKONG DISPENSARY.

TELEPHONE 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Mauzer.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. One copy sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by the Dairy Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

## The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 1, 1917.

### THE PORT OF HONGKONG.

The continued prosperity of the port of Hongkong is reflected in the report of the Harbour Master for the past year. This shows a very decided increase in the number and tonnage of vessels entering and clearing, as compared with the previous twelve months, the advance being represented by 111,192 more vessels, and 2,196,538 more tons. These figures, of course, include vessels of all types, other than fishing junks. So far as British shipping is concerned, the statistics contained in the report are satisfactory in the sense that they reveal a retention of its supremacy. In view of the continued drain on British tonnage, because of the war, it would not have been surprising if the returns had shown a very serious decline in the number of vessels flying the red ensign, and a corresponding, or even greater, advance in foreign-owned vessels visiting the port. Happily, however, no such circumstance is indicated, though, so far as ocean-going shipping is concerned, there is a slight falling off in numbers and tonnage.

On looking into the figures a little closely, we see that there has been a falling off of 7.4 per cent. in the number of British ocean-going ships using the port, with a decrease in tonnage of 7.1 per cent. Contrasted with that, we notice that foreign ocean-going vessels have advanced by 3.3 per cent. in numbers, though in tonnage there is a shrinkage of 2.4 per cent. The former circumstance is attributed to the chartering of several coasting steamers by the Government, and the withdrawal of the P. and G. intermediate service, while the change in the foreign figures is ascribed to an increase in Japanese and Chinese ships of smaller tonnage. Taking ocean-going and river steamers together, the report shows that British tonnage covers just 50 per cent. of the whole shipping, with foreign tonnage 35 per cent. Allowing for all the abnormal circumstances, the whole report may be considered as reflecting quite a healthy state of affairs, though it must be borne in mind that the present year's figures are likely to be adversely affected from the fact that the requisitioning scheme has in the meantime been very considerably extended. However, if we can only manage substantially to retain our present lead until the dawn of more normal times, there will be no reason to fear for the future of British shipping when the war is over. All the same, we could only wish that there were a better and fairer adjustment of requisitioning, by which ships of all the Allied nations would bear the burdens in more equal proportions than is at present the case. Such a scheme would be hailed with deep satisfaction by British companies in the Far East in particular.

A further step forward in port administration is disclosed in the statement that the Government buoy scheme is now in full working order. In all, there are forty-five buoys affected by the scheme, and the year's revenue from the fees derived therefrom totals no less than \$51,916. The Harbour Master is of the opinion that the scheme is generally much appreciated, and that it considerably improves the facilities and conveniences of the port. We are glad to see that point emphasised, because the scheme is one which we have all along supported, though on its inauguration it was rather severely criticised by several shipping men. A fair trial of it, however, has probably convinced them by this time that order and regulation in allotment of anchorages is much to be preferred to the past system of chaos and uncertainty.

### Brazil's Decision.

Not merely in the German-American war, but in the war between the Entente and the Central Powers, Brazil has declared, officially and unanimously, that she has revoked her neutrality. Thus, in legal manner, and with completeness, this, the most important of the South American States, has come forward as a champion in the cause of Right over Might. That the Brazilians mean business is evident from the fact that the Bill revoking the neutrality that Brazil had at first deemed to be her best policy, also authorises the utilisation of German ships at present in Brazilian ports. This latter point is one of no little importance, as German ships in large numbers had taken refuge in Rio de Janeiro and other Brazilian ports. This loss of tonnage is, of course, a matter of the utmost gravity to Germany, not only at present, with her resources being fast depleted, but in view of the great economic struggle that is certain to prevail on the termination of the war. It must also be taken into account that a first-class European string band will give a performance at the North Point Hotel on Saturday from 5 to 11 p.m. The Hotel is now under completely new management. Trams pass the premises every few minutes.

### Knocked Down by Motor Car.

A Chinese schoolboy was knocked down yesterday by a motor car whilst he was walking in Queen's Road East, near Gresham Street. He received injuries to the right side of his face and right arm, but these are of a somewhat slight nature. The occupants of the motor car conveyed him to Hospital.

### Another Chinese Electrocuted.

Whilst a Chinese was assisting in carrying out the work which is now in progress on the roof of the Hongkong and Shanghai Bank, he accidentally stepped on to a live electric wire, which was so heavily charged with electricity as to cause the workmen's death. The body was conveyed to the public mortuary.

### Ditty Box Stolen.

When charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a ditty box belonging to a man serving on one of His Majesty's ships, a Chinese was sentenced to six weeks' hard labour and four hours' stocks. The man was seen by a stoker to go into the cook house and steal the box.

### Gambled the Proceeds.

A ricksha coolie was sent out by a ricksha farmer to collect the fees for the day, and, having collected fees amounting to \$9, he proceeded to gamble, with the result that he lost all the money. He was charged before Mr. J. R. Wood, at the Magistracy this morning, and was sentenced to one month's hard labour.

### New Postal Scheme.

The Post Office scheme, announced by Reuter yesterday, and which we stated would be a "system of interest to Hongkong," is very likely to tally with our description in the near future. At least it is devoutly to be hoped that such will be the case, as Hongkong, in common with other large commercial centres, has suffered not a little of late by enemy submarine depredations and consequent loss of mails. The new scheme will necessitate a very considerable amount of additional work, and, if for no other reason than that, should be given a hearty welcome, as it is well-known that Mr. Illingworth, the recently appointed Postmaster-General, is sorely handicapped in these days by a very much decreased staff. He is to be congratulated on having devised a simple scheme which promises well, for it would be difficult to devise anything better than that which is proposed, namely, that the originals and duplicates of letters posted together should be sent throughout the Empire by successive mails. The adoption of this scheme will, of course, necessitate a large amount of additional work in business premises and elsewhere, as well as in the G. P. O., but, nevertheless, it is a scheme to be welcomed and one well worth giving a trial to, if even only tentatively.

His Worship asked why three people were necessary to carry the child, and the woman said she was afraid to carry it alone, in case it might die. Dr. Pearce, the Medical Officer of Health, stated that some Chinese women think that there are evil spirits in sick children, and that might account for three going together. It was the custom for a certain class of women to leave their sick children on the doorstep of the Convent. That had been going on for many years.

His Worship decided to adjourn the case, awaiting the arrival of the report of the Medical Officer of the Mortuary.

### DAY BY DAY.

THE FLY THAT RIPS TREACLE IS  
LOST IN THE SWEETS—John Gay.

To-morrow's Anniversary.

To-morrow is the 9th anniversary of the death of General Buller.

### The Dollar.

The opening rate of the dollar on demand to-day was \$4.13/16.

### Hotel Attraction.

The public will be interested to hear that a first-class European string band will give a performance at the North Point Hotel on Saturday from 5 to 11 p.m. The Hotel is now under completely new management. Trams pass the premises every few minutes.

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## &lt;h

## "TAKING OVER."

Now, the British Line is  
Extended.

Trains of a prodigious length are crawling up the French-Railway. One follows so closely upon another that the rear truck of the first is rarely out of the sight of the engine-driver of the second. The speed is not rapid; occasionally it will amount to ten miles an hour. There are constant stops in and outside the little stations, and then the engines make a painful effort to restart the journey.

These trains are full of British soldiers. Most of them are going to the Front for the first time. They are seated anywhere on the trucks—on the roof, legs dangling over the edges, inside, or even on the buffers. They take a blasphemous interest in the scenery. When the train stops, they will frequently jump off and attempt a word or two in French with the girls who crowd to the side of the embankment to cheer them on their journey.

At last the train-loads approach their goal. The musical accompaniment of the Front begins to reverberate. British and French aeroplanes are flying overhead. The solid quietude of the country-side gives way to feverish activity. The roads are crowded. The engines give a short of satisfaction, for their work awhile is done.

The men clamber out on to the siding, collect their equipment, and are ready for a march up country. The trains, in these days, do not discharge their passengers at the gate of the trenches. Here is a gently undulating country, a relief from the lonely level of the Flemish plains. More and yet more trains are arriving over the horizon, and there are more to come, not carrying men only but the many accessories which human beings require.

The men are fallen in by companies and the march begins. A few children run along side of the men shouting their perpetual "Anglais" and ending off with a request for "souvenirs." Some of them take the soldiers' hands and walk on with them till they are tired. The presence of children even at the edge of the danger zone is a pleasant relief from the desolation of War. One wonders if the civilians who have remained will be able to settle down when their homes have once again sunk into the normal slumber of peace.

Now the trenches are reached, and the men who have come to this particular entrance break into single file. The arrangements necessary for sending the right divisions to the right trenches are not so simple as might appear. Remember the occasion is one not of taking over a few trenches, but of relieving for some 60 miles of French line. But there is no confusion. The right men are sent to the right place, and everything is done quietly. A few of the British soldiers are old hands, and these criticise amiably the methods of French trench-digging. For there are many differences between a French and a British trench, come to the advantage of one, some of the other. This human sea filters in by single file down to the communication trenches and out to their various positions. The trench-sappers are firing the last rounds. They will fire from that position. It is certainly like a great tide. 60 miles of trenches are gradually changing their nationality. At every available entrance the waves are sweeping in.

The French poilu affectionately greets his English brother. In some cases he will even kiss him on the cheek. The "tommie" has learnt to be not at all embarrassed and simply replies "Cheerful comrade". The Frenchman could not literally translate this, but he knows what it means. Then with an equal absence of confusion, the tide begins to ebb. The French are slowly giving up their places as the British invasion advances further. The German, a few yards over the way, also celebrates the occasion. Probably he knows quite well what is happening. A few extra shells whiz by. A trench or two splinters a word of expletives. The sappers try a few

## HONGKONG ROADS.

## Their Maintenance and Construction.

"Road Construction and Maintenance in the Tropics" is the subject of a lengthy and highly technical article which has been contributed to the Journal of the Municipal and County Engineers' Institute by Mr. H. E. Goldsmith, Assistant Engineer of the Hongkong Public Works Department. The article, which is splendidly illustrated, deals with the methods followed in Hongkong in the laying down and maintenance of roads, describing more particularly the manner in which the thoroughfares are being treated to meet the rapidly changing methods of road locomotion.

It is recorded that when the Chinese Government in 1841 ceded the island to Great Britain, only rough foot tracks existed; to-day the Colony can boast of approximately 185 miles of good roads. The foundations of the roads until recent years consisted of red earth, and upon this for the main roads was laid ordinary granite macadam four inches thick. The country or hill roads were either surfaced with concrete or decomposed granite. The advent of mechanically propelled traffic necessitated an alteration in the fabric of road surfacing, and bitumen, in some form, now plays an important part in the construction and maintenance of roads in Hongkong.

Mr. Goldsmith refers to the peculiar difficulties which confront the road engineer in the tropics, and comments on the manifest advantages of tar-bound surfacing. He says the mileage of main roads in Hongkong over which mechanically propelled vehicles may pass is about 110, and upon these it is proposed to lay in some form asphaltic mixtures. In fact, this work has already commenced and, but for the war, a larger area would by now have been completed.

The article is well written, and to experts it will reveal Hongkong's modern methods of dealing with a difficult problem.

Bean Oil in Flames.

Fire broke out among the piles of cases of Bean Oil in the compound of the Sintai Bean Mill near the Dairen Wharf compound the other day. The oil caught fire while one of the tins was being soldered. There were 100,000 cases of oil stored in the open and the flames quickly spread, sending up a great volume of black smoke. The loss is estimated at about £80,000.

## THE YARN MARKET.

## A Quiet but Steady Tone.

Messrs. Polishwalla and Kotewall report:

"Road Construction and Maintenance in the Tropics" is the subject of a lengthy and highly technical article which has been contributed to the Journal of the Municipal and County Engineers' Institute by Mr. H. E. Goldsmith, Assistant Engineer of the Hongkong Public Works Department. The article, which is splendidly illustrated, deals with the methods followed in Hongkong in the laying down and maintenance of roads, describing more particularly the manner in which the thoroughfares are being treated to meet the rapidly changing methods of road locomotion.

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Raw Cotton—Market is absolutely quiet and featureless. Quotations:—Bengal \$28 to \$32. Chinese \$30 to \$36.

## VOLUNTEER RESERVE ORDERS.

Order No. 32, issued to-day by Major W. K. Wakeman, commanding H. K. V. R., states:

On duty from the morning of Sunday, the 3rd June, to the morning of Sunday, the 10th June, "A" Coy. H. K. V. R. Orderly Officer, Lieut. E. Evan Jones. Next for duty, H. K. V. C. Parades.

Monday, 4th instant:—Nil. Tuesday, 5th instant:—"A" and "B" Cos., on the road outside the Orderly Room at 5.15 p.m. Kowloon and Taikoo Sections on the Football Ground, Happy Valley at 5.30 p.m. Dress: Drill Order. Signalling Section: "A" and "B" Classes at Volunteer Headquarters at 5.15 p.m. Dress: Clean Fatigue. Mounted Section at Jockey Club Stables at 5.30 p.m. Dress: Drill Order.

Wednesday, 6th instant:—Rehearsals on the Cricket Ground at 5.15 p.m. under Instructor Sergt. Orberry. Dress: Drill Order.

Thursday, 7th instant:—Machine Gun Section at Wellington Barracks at 5.15 p.m. Dress: Clean Fatigue. Mounted Section at Jockey Club Stables at 5.30 p.m. Dress: Drill Order.

Friday, 8th instant:—"A" and "B" Cos., and rehearsals on the road outside the Orderly Room at 5.15 p.m. Kowloon and Taikoo Sections on the Polo Ground at 5.30 p.m. Dress: Drill Order.

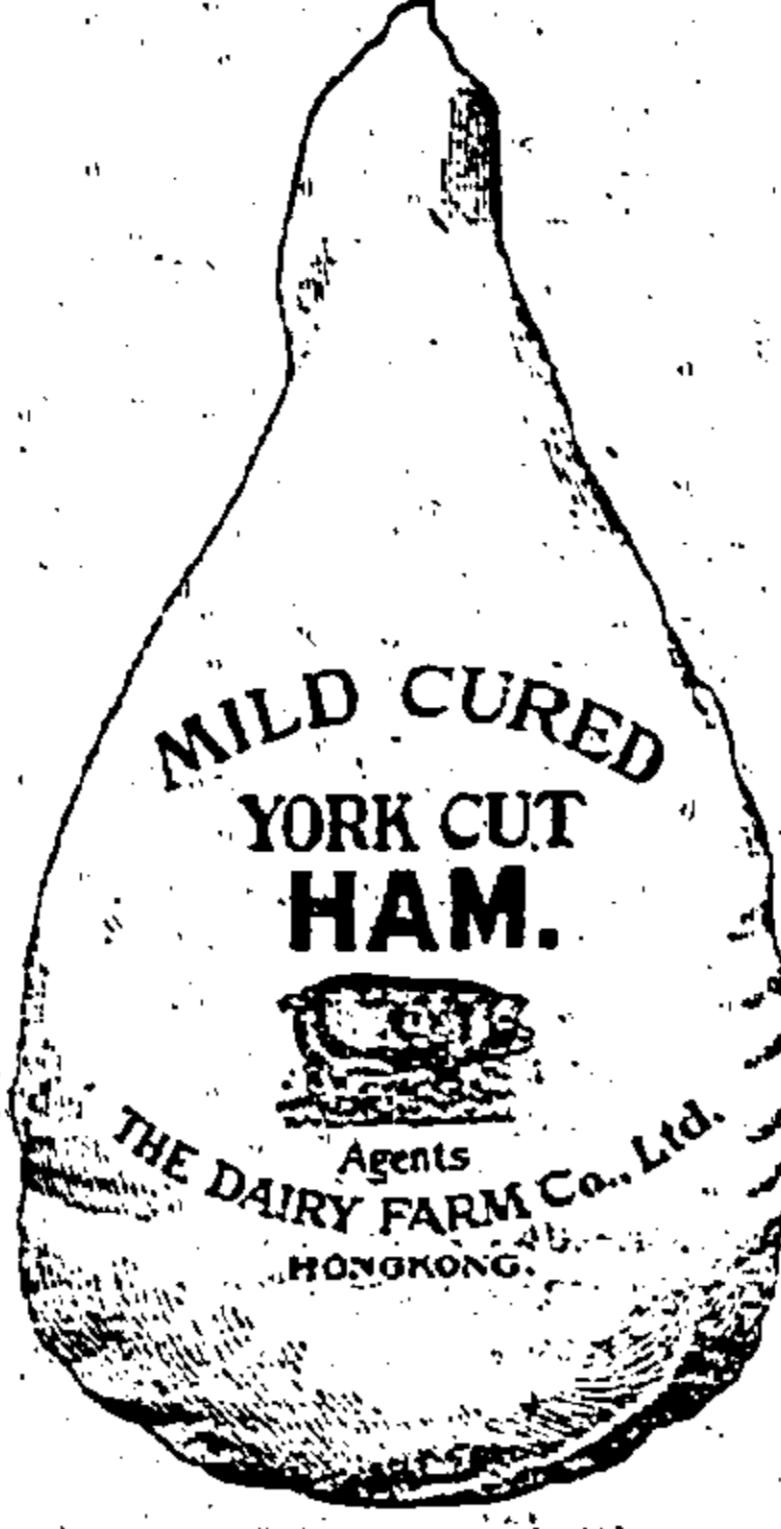
Saturday, 9th June:—Nil. Transfer: No. 198 Pte. J. Spradbery is transferred to "D" Coy.

Notice:

Reference Corps Order No. 31, Pte. S. H. West is posted to Platoon 8, Section 15, instead of Section 12.

## DAIRY FARM NEWS.

## ABSOLUTELY THE BEST IN THE COLONY.



## TO-DAY'S ADVERTISEMENTS.

## PUBLIC NOTICE.

A First Class European String Band will give a performance on SATURDAY evening next from 5 P.M. to 11 P.M. at the NORTH POINT HOTEL.

All are cordially invited—Trams pass every few minutes.

## A LIBEL ACTION.

The Claim Against Capt. de la Sals.

In the Summary Court, this morning, the case was mentioned in which Walter J. Stokes is claiming from R. M. de la Sals, Captain of the now notorious Pheasants, the sum of \$1,000 for alleged libel.

Mr. Grist said that he was appearing for the plaintiff and his friend Mr. Shenton for the defendant.

Mr. Shenton said that his client had not arrived in the Colony yet, but he was expected back to-day, so that he would like an adjournment. It was a libel case.

His Lordship:—Are you asking for pleadings?

Mr. Shenton:—I have not considered the situation yet from that point of view.

No order was made in the matter, and the case was adjourned it being stated that counsel had been engaged.

## YOUR HEALTH AND APPEARANCE.

both suffer if you are a victim to constipation. The remedy is

## PINKETTES

the little gentle-as-nature laxatives which dispel constipation, liverishness, bilious headaches, clear the complexion and purify the breath. Of all chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

## TO-DAY'S ADVERTISEMENTS.

## STOCK TAKING SALE.

A GOLDEN opportunity for securing general bargains at enormous reduction in price.

D. CHELLARAM offers his entire stock in trade of Oriental Silks, Crepes, Taffeta, plain fancy Voiles, striped and check cotton Crepes, Embroidered Voiles, Organdy, Ivory wares and Gold Jewellery AT GREATLY REDUCED PRICES, FOR 15 DAYS ONLY.

Indian-Persian Tents and Velvet Carpets reduced 20%.

We have just received a new consignment of Silk Stockings.

D. CHELLARAM, 38 and 40, Queen's Road Central.

## WANTED.

Reference Corps Order No. 31, Pte. S. H. West is posted to Platoon 8, Section 15, instead of Section 12.

## SOLE AGENTS:

SUZUKI & CO. LTD.  
TEL. 468  
ALEXANDRA BUILDING.

## SOLE AGENTS:

## ARROW Owing SHIRTS

WITH collars  
that may  
be worn open  
as shown in the sketch or closed.

## MACKINTOSH

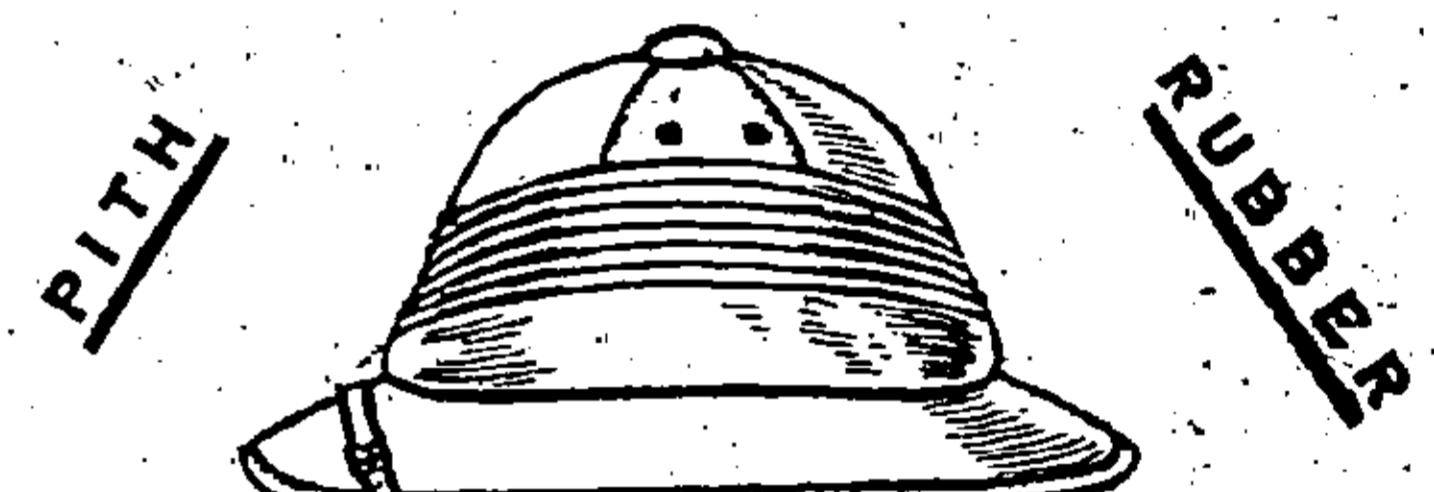
CO. LTD.  
Men's Wear Specialists,  
11 DES VŒUX ROAD.  
TELEPHONE NO. 25.

## Wm. Powell Ltd

TELEPHONE 346

## SPECIALISTS IN GENTLEMEN'S HIGH-CLASS

## SUN HELMETS.



SMART AND USEFUL SHAPES, STOCKED ONLY  
IN  
SUPERIOR QUALITIES.

SUN PROOF. RAINPROOF.

## COLUMBIA RECORDS.

## Mr. HARRY TATE

IN HIS

## FAMOUS LAUGHTER-MAKING SKETCHES.

L 1046 { "The Steamer Scene." From "Joyland."  
Parts 1 & 2. . . . .

320 { "Motoring." Parts 1 & 2. . . . .

THE ANDERSON MUSIC CO., LTD.  
16, DES VŒUX ROAD, TEL. 1322.

## D. C. L.

## Malt Extract

with

## Cod Liver Oil.

The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley procurable, which is malted on their own premises by the most scientific methods of manufacture.

## SAKURA BEER



## SOLE AGENTS:—

CANDE, PRICE & CO., LTD.  
TEL. NO. 135. 6, Queen's Road, Central, Hong Kong.

## SHIPPING

**P. & O. S. N. Co.**

## ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS  
LONDON & BOMBAY, VIA SINGAPORE, PENANG,  
COLOMBO, PORT SAID & MARSEILLES.

## SHANGHAI, MOJI AND KOBE.

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BOMBAY, PORT SAID & MARSEILLES.

## SHANGHAI, MOJI, KOBE &amp; YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG,  
COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS,  
FREIGHTS, DATES OF SAILING, ETC., apply to:

P. & O. S. N. Co.'s office  
Hongkong, 1st April, 1917.

E. V. D. Parr,  
Superintendent.



## QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.  
EMPEROR OF ASIA. EMPEROR OF RUSSIA.  
80,625 tons displacement. 30,625 tons displacement.  
Electric Heat in Every Cabin. Electric Light in Every Berth.  
One, Two and Three-Room Suites with Private Bath.  
Laundry—Gymnasium—Veranda Cafe.

EMPEROR OF JAPAN. MONTEAGLE.  
11,000 tons displacement. 12,000 tons displacement.  
Twin Screw Steel Steamship, with Modern Accommodations.  
Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All STEAMERS call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European Ports and the West Indies.

For information as to Rate of Freight, Passage, etc. apply to

Agents:  
HONGKONG—MANILA—SINGAPORE—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. B. SHAW,  
General Agent, Passenger Department,  
Hong Kong.

TELEPHONE 42.

**BRITISH INDIA S. N. CO., LTD.**

## APCAR LINE.

Regular Service Between  
SHANGHAI and JAPAN PORTS.

## EASTWARD.

## WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, Mar. 21, 1917. Agents.

**"ELLERMAN" LINE.**  
(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.  
General Agents,

or to REISS & Co. Canton  
Hongkong, 2 Jan., 1917.

**MOTOR CARS**  
FOR SALE OR HIRE  
ORDERS BOOKED IN ADVANCE. APPLY:  
EXILE GARAGE.  
TEL. NO. 1036. DES VOUX ROAD.

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## SHIPPING

**NIPPON YUSEN KAISHA.**

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira...	Kamakura Maru	FRL, 8th
VICTORIA, B.C. & SEATTLE via Kee-lung, Shai, Moji, Kobe, Yokkaichi; Shimizu & Yokohama...	Capt. Shirai	T. 12,500 June, at noon.
SHANGHAI and Kobe	Shidzuoka Maru	WED., 20th
SHANGHAI and Yokohama...	Capt. Numa	T. 12,500 June, at noon.
SHANGHAI and Kobe	Mishima Maru	TUE., 5th
SHANGHAI and Yokohama...	Capt. Nishimura	T. 16,000 June, at 11 a.m.
SHANGHAI and Yokohama...	Asahi Maru	TUESDAY,
SHANGHAI, Kobe and Yokohama...	Capt. Kosaka	T. 8,000 5th June.
SHANGHAI, Kobe and Yokohama...	Siwa Maru	MON., 18th
SHANGHAI, Kobe and Yokohama...	Capt. Sekine	T. 21,000 June, at 11 a.m.
SHANGHAI, Kobe and Yokohama...	Kirin Maru	SATURDAY.
SHANGHAI, Kobe and Yokohama...	Capt. Sasaki	T. 8,000 15th June.
SHANGHAI, Kobe and Yokohama...	Atsuta Maru	MONDAY, 2nd
NAGASAKI, Kobe and Yokohama...	Capt. Itsuno	JULY, at 11 a.m.
SHANGHAI, Moji and Kobe...	Nikko Maru	FRL, 15th
SHANGHAI, Moji and Kobe...	Capt. Takeda	T. 9,600 June, at 11 a.m.
SHANGHAI, Moji and Kobe...	Totomi Maru	THURSDAY,
SHANGHAI, Moji and Kobe...	Capt. Kamada	T. 8,000 7th June.
SHANGHAI, Moji and Kobe...	Rangoon Maru	SATURDAY,
KOBE and Yokohama...	Capt. Kobayashi	T. 8,000 9th June.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.  
(CARGO ONLY).

NEW YORK via Manila, San Francisco, Panama and Colon.....

Wireless Telegraphy. NIPPON YUSEN KAISHA. B. MOJI, Manager.

**TOYO KISEN KAISHA.**

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Nippon Maru	11,000 - 15 knots	12th June.
Shinjo Maru	22,000 - 21 knots	22nd June.
Persia Maru	9,000 - 14 knots	3rd July.
Korea Maru	18,000 - 18 knots	17th July.
Siberia Maru	18,000 - 18 knots	27th July.
Tenyu Maru	22,000 - 21 knots	10th Aug.
	1st class to London G\$348. (£7110.0.)	return G\$615. (£123.)
	to San Francisco G\$250.	

\* For this voyage the Persia Maru will call at Honolulu.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSISSAUGA, TO ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call to Japan free of charge.

**SOUTH AMERICAN LINE.**

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS.

Steamer Tons & Speed Leave Hongkong

Anjo Maru 18,500 - 15 knots 11th Sept.

For Full Particulars as to Passage & Freight, apply to

T. DAIGO, Agent.

KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjissondari 11th June. | S.S. Bintang 12th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

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CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

JUNE 23, SEPTEMBER 5, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

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Prince's Buildings, Ice House Street. Tel. 1934.

**THE ROYAL MAIL STEAM PACKET COMPANY.**

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

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JARDINE MATHESON & CO., LTD.

Telephone No. 215, Sub. Ext. No. 10.

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## SHIPPING

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
NEWCHOW	Hoihow	2nd June at 4 p.m.
SHANGHAI	Yingchow	3rd June at d'light.
SHANGHAI	Chenan	5th June at 4 p.m.
SHANGHAI	Sinkiang	7th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

CHINA LINE—Twin Screw Steamers "Chihua" "Taming" and "Tean." Excellent Saloon accommodation Amidships; Electric Tandem fitted: Extra State-rooms on Deck Aft, on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Sunning," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passages apply to

**BUTTERFIELD & SWIRE,**

Telephone No. 36.  
Hongkong June 1, 1917.

Agents.

**JAVA-CHINA-JAPAN LIJN.**

## NOTICES.

WELLS FARGO & CO.  
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FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

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## KONINKLYKE PAKETVAART MAATSCHAPPI.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.  
Next sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.  
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Hongkong to San Francisco,  
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The most comfortable route to America and Europe.

Sailings from Hongkong.

s.s. "ECUADOR" For dates of sailing apply  
s.s. "COLOMBIA" at Company's Offices.  
s.s. "VENEZUELA"

These steamers have the most modern equipment including over head electric fans and electric lighting ALL LOWER BERTHS & Large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

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Apply to: Company's Office in ALEXANDRA BUILDINGS,

Telephone No. 141. Chater Road.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer ..... \$ 7.00  
Return Fare by Night (available also for return by day steamer) 12.00  
Single Fare by Day Steamer ..... 6.00  
Return Fare by Day Steamer ..... 11.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 1st JUNE, 1917.

10.00 p.m. Kinshan. 4.30 p.m. Heungshan.

SATURDAY, 2nd JUNE, 1917.

8.00 a.m. Heungshan. 8.00 a.m. Fatshan.

10.00 p.m. Fatshan. 4.30 p.m. Kinshan.

## HONGKONG-MACAO LINE.

8.8. Taishan Tons 2,008. 1.8. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

## EXCURSION TO MACAO.

SUNDAY, 3rd JUNE, 1917.

The Company's Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

The attention of the public is drawn to special facilities afforded by the Police Department of the Macao Government. Passes are issued at the Police Station facing the Company's wharf thus obviating delay and trouble in having to apply at the Head Police Station for permits.

Fares: Saloon, Single \$3. Return \$5.

FARES AS USUAL.

## MACAO-CANTON LINE.

S.S. "SUI TAI"

Leaves Macao for Canton every Monday, Wednesday and Friday at 9 p.m. and Canton to Macao every Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

8.8. SAI NAM 588 tons, and S.S. NANNING 587 tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers LINTAN and SANUI. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric fan in each cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.  
HOTEL MANDARIN (First Floor). Operates the State Pier.

## VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
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## NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & Japan	Kamakwa M.	N. Y. K.	8. June
San Francisco via Japan	Tjisondari	J.C.J. L.	11. June
San Francisco via Japan	Nippon M.	T. K. K.	12. June
Victoria B.C., & Japan	Shidzuoka M.	N. Y. K.	20. June
San Francisco via Japan	Shinyo M.	T. K. K.	22. June
San Francisco via Japan	P. Juliani	C. M. S. S.	23. June
China	China	T. K. K.	3. July
San Francisco via Japan	Bintang	J.C.J. L.	12. July
San Francisco via Japan	Korea M.	T. K. K.	17. July
San Francisco via Japan	Sibers M.	T. K. K.	27. July
San Francisco via Japan	Tenyo M.	P. M. S. S.	10. Aug.
China	Ayao M.	T. K. K.	5. Sept.
San Francisco via Japan			11. Sept.

## JAPAN AND COAST PORTS.

Haiphong via Hoitow	Lokseang	J. M. Co.	1. June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	1. June
Manila	Yuenyang	J. M. Co.	2. June
Newchwang	Hoihoi	B. & S.	2. June
Tientsin	Chipsing	J. M. Co.	3. June
Shanghai	Yingchow	B. & S.	3. June
Shanghai and Kobe	Mishima M.	N. Y. K.	5. June
Shanghai, Kobe and Yokohama	Asahi M.	N. Y. K.	5. June
Swatow, Amoy and Foochow	Haihong	D. L. Co.	5. June
Shanghai	Cheman	B. & S.	5. June
Shanghai, Moji and Kobe	Totomi M.	N. Y. K.	7. June
Shanghai	Winggang	J. M. Co.	7. June
Shanghai, Moji and Kobe	Rangoon M.	N. Y. K.	9. June
Manila	Loongsang	J. M. Co.	12. June
Sandakan	Mausang	J. M. Co.	13. June
Shanghai	Tjitaroen	J.C.J. L.	13. June
Kobe	Tiliwong	J.C.J. L.	14. June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	15. June
Shanghai, Kobe and Yokohama	Kirin M.	N. Y. K.	16. June
Shanghai, Kobe and Yokohama	Suwa M.	N. Y. K.	18. June
Shanghai, Kobe and Yokohama	Atsuta M.	N. Y. K.	2. July
Shanghai	Tjikini	J.C.J. L.	12. July
	Tjibodas	J.C.J. L.	13. July

## SHIPPING.

## "NEDERLAND" ROYAL MAIL LINE.

(STOOMVAART MAATSCHAPPI "NEDERLAND")

## "ROTTERDAM LLOYD" ROYAL MAIL LINE.

(STOOMVAART MAATSCHAPPI "ROTTERDAMSCH LLOYD")

## JOINT SERVICE

between NETHERLAND'S EAST INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via Nagasaki, Yokohama and Honolulu:

Steamers ..... to sail.

"PRINSES JULIANA" ..... 23rd June.

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to:

JAVA-CHINA-JAPAN-LIJN.

Agents:—JAVA PACIFIC MAIL SERVICE.

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Telephone No. 524.

16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

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PER PAGE

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Pedder Street. Telephone 1906.

THE ALEXANDRA CAFE.  
Just arrived. Large Shipments of  
Coffees, Tea, & Cakes.

## NOTICES.

## HOTEL LISTS.

## HONGKONG HOTEL.

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Baxter Mr. & Mrs. H. King C.  
Bullock S. T. Leisner Mr. & Mrs. J.  
Birchall Capt. & Mrs. Little C.  
Birbeck R. J. Lauritsen Mr. & Mrs.  
Barker L. L. Ling A.  
Barrie J. H. Lindquist R. A.  
Bunlet Mr. & Mrs. Leon Mr. & Mrs. H.  
Carpenter D. E. Lee Choo Guan Mr.  
Courtney J. D. Lee Peng Seng  
Chee-man F. W. Lee Chio Tuan  
Chih-han H. Lee Macdonald Major D.  
Cleghorn G. B. Macmillan Dr. & Mrs.  
Cornelius Mr. & Mrs. C. Macmillan  
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Dowley W. A. McLeod Major D.  
Dowsett Mr. & Mrs. McLeod Major D.  
Edwards J. E. McRae G.  
Fairley V. L. McRae G.  
Fasse J. McRae G.  
Gordon A. G. Mc

## VOLUNTEER ORDERS.

Corps Orders issued to-day by Major D. Macdonald, V.D., state:—

Resigned.

In consequence of the re-organisation of the Corps, His Excellency the Governor has accepted with regret the resignation of Lieutenant-Colonel Arthur Chapman, V.D., from the Command of the Corps, with effect from the 23rd May, 1917.

No. 1992 Pte. W. H. Peters is permitted to resign, on leaving the Colony, dated 25th May, 1917. Leave.

2nd Lieut. T. H. Matthewman is granted 2 months' leave from 1. 6. 17.

No. 1377 Spr. W. H. Cornell is granted 2 months' leave from 1. 6. 17.

No. 1696 Pte. D. E. Clark is granted 2 months' leave from 26. 5. 17.

No. 1599 Gr. S. Boulton is granted 1 months' leave from 7. 6. 17.

No. 2088 Spr. O. Carvalho is granted 3 months' leave from 1. 6. 17.

Strength.

The leave granted to No. 1732 Pte. O. H. Seper having expired, he is removed from the strength of the Corps, dated 30th May 1917.

Engineer Company.

Detail of Engineer Company dates at Lyseman from 1st to 16th June, 1917, is posted at Headquarters.

Care of Arms.

Members of the Corps are reminded that wire gauze is to be used on pull throughs only for removing hard fouling or rust. For the ordinary cleaning, pull throughs are to be used without wire gauze.

Parades:

Tuesday 6th instant:—7.30 a.m. Belchers' 6" Section at Belcher's Battery; 5.10 p.m. Centre Section M. G. Coy. at Kowloon Dock.

Tests of Elementary Training. (Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m.); 5.30 p.m. Mounted Section at Jockey Club Stables, Strachan Barrer Section at Headquarters, Right Section M.G. Coy. and Scout Company at Headquarters under unit Commanders. (Aiming Instruction and Firing Instruction), Left Section M.G. Coy. and Civil Service Company at Headquarters under unit Commanders. (Tests of Elementary Training), Artillery Battery at Belcher's Battery; 5.45 p.m. Signalling Section "A" class at Happy Valley.

Wednesday 6th instant:—5.10 p.m. Centre Section M. G. Coy. at Kowloon Dock. Tests of Elementary Training. Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m.; Recruits of all units, at Headquarters, under Corps. E. (to be), Grimes and Edmonds; Left Section M. G. Coy. and Civil Service Company at Headquarters under unit Commanders (Tests of Elementary Training); Signalling Section "B" class at R.A. Theatre.

Thursday 7th instant:—5.30 p.m. Mounted Section at Jockey Club Stables, and Artillery Battery at Belcher's Battery.

Friday 8th instant:—7.30 a.m. Belchers' 6" Section at Belcher's Battery; 5.30 p.m. Recruits of all units Murray Parade Ground (C. S. M. Witchell) Corps. Grimes and Edgecumbe will attend); Centre Section and Left Section M. G. Coy. and Civil Service Coy. at Headquarters under unit Commanders. (Tests of Elementary Training); Signalling Section "B" class R. A. Theatre; Artillery Battery at Belcher's Battery.

Detail.

On duty 10th instant, Centre Section M. G. Company; 11th, Eight Section M. G. Company; 12th, Scout Company; 13th, Scouts Company; 14th, Civil Service Company; 15th, Centre Section M. G. Company; 16th instant, Right Section M. G. Coy. Orderly Officer from 10th to 16th instant, Lieut. Danby.

Decorated by Serbian King. Colonel (temporary Brigadier General) H. G. Casen, O. M. G., who commanded the South Wales Borderers at Tientsin and afterwards during the siege of Tientsin, has been decorated with the Serbian Order of Karageorge, 3rd class (with swords) by the King of Serbia.

## INDIAN YARN AND SUNDRIES.

Messrs. Setha and Company's Report.

Messrs. S. D. Setha and Co., in their report dated May 31st state:—

Cotton:—Sales, nil. Unsold stock is computed at about 859 packages. Closing quotations:—\$27 to \$33 per picul.

Indian Yarn:—The market during the current month remained firm, and the prices show an advance of nearly \$4 to \$8 per bale. The difficulty experienced at present in securing exchange on India regards the business to a considerable extent, in spite of constant demand for goods emanating from the interior. The sales during the current month are about 100 bales No. 6s, 4,200 bales of No. 10s, 2,000 bales of 12s, 200 bales of No. 16s, and 850 bales of No. 20s; in all about 7,350 bales. Unsold stock is estimated at about 7,000 bales; sold but uncleared stock is about 5,500 bales.

Sundry Articles:—In imports, sales are reported in apricots at \$20 to \$23 (per picul), Bazaar stones at \$150 to \$180 (per cent), fish maws &c. at \$155 to \$280 (per picul), gum olibanum at \$8 (per picul), Kismis at \$18 to \$24 (per picul), myrraholam at \$18 (per picul), and patchouli at \$190 (per picul). In exports, purchases are reported in green beans at \$4 (per picul), cardamom seeds at \$46 (per picul), China roots at \$10 to \$15 (per picul), fire crackers at \$12 (per case), Galangal at \$7 (per picul), paper Mohorham at \$45 to \$75 (per picul), preserves at \$4 to \$6 (per case), sugar candy at \$14 (per picul), tea at \$25 to \$70 (per picul), and Zedoary at \$11 (per picul).

## GERMANY UPBRAIDS BRAZIL.

Press-Opinion Regarding the Rupture.

The following telegram from Amsterdam, dated April 18, comes opportunely, in view of Brazil's definite intention of revoking her neutrality and of entering the lists against Germany. The telegram, which is from an American source, states:

Most of the German newspapers take Brazil to task more or less severely for breaking off relations with Germany. The *Tageszeitung*, of Berlin, asserts there is no justification for this act, as the Brazilian steamship *Parana* was sunk in the blockade zone, and no specific warning was necessary. This newspaper can see only one reason for Brazil's policy—pressure by the United States and the Entente. It goes on to say that if Brazil held back it might lose important coffee contracts with the United States and be unable to borrow money from the Entente. Accordingly it has fallen victim to England's insatiable war and trade policy."

The *General Anzeiger*, of Düsseldorf, finds it difficult to see what lasting good Brazil could expect from war with Germany, which it expects will follow, although its financial embarrassments might be relieved for the time being.

The *Vossische Zeitung* has discovered a new reason why Germany is disliked abroad. It gives a description of German schools in North and South America, and continues: "On the whole, it must be confessed that what Germany laid out on schools abroad does not compare with the schools of enemy states, which utilised this means of propaganda for decades with the utmost diligence."

The *Kreuzzeitung* endeavours to allay fears generated by reports that a million Americans are coming to Europe to fight by calculating that their transportation would require twelve tons of shipping per man, and that therefore 12,000,000 tons would be needed. Inasmuch as America has only 1,000,000 tons of ocean shipping, it says, the enterprise is impossible, even with the greatest acceleration of the ship-building programme.

## FUTURE OF ENGLISH RAILWAYS.

"State Ownership Would be Disastrous."

American freight trains with their never-ending procession of colossal cars. But the average English trader who still consigns his traffic by the hundredweight would probably be startled to learn that trains with 4,000 tons of net load are not uncommon in the United States, and that one single modern American coal-car carries a load much heavier than that of an entire English goods train.

"We can never get serious reduction in goods rates in this country until we have much better truck-loads and much better train-loads. To carry such a reform into effect means nothing short of a revolution."

"We have on the railways of this country about 600,000 or 700,000 private coal wagons, belonging partly to the colliery companies and partly to coal merchants. Conceive what this means. A train of fifty trucks starts for London from some gathering-ground in Derbyshire or Yorkshire. When it gets to London it has to be sorted for a dozen different local distributing points; then the wagons have to be sorted again to go back each to their own colliery to be reloaded, though the wagons making up the train are practically identical, and any wagon of the lot would do as well as any other, if only it happened to have the right name painted on it. The waste, in blocked lines and sidings, in extra shunting, in empty running, is simply appalling. And it is no small additional point that, speaking broadly, private owners wagons are less well maintained than those belonging to the railway companies, and consequently break down much more frequently, not often causing but always risking serious accidents, and resulting in numerous obstructions to the rest of the traffic on the running lines.

"The situation is serious, and it must be boldly faced. It cannot be dealt with except by radical reform of English railway methods. It will be necessary to use figures, but while the figures for Germany, France, and the United States are accurate statistics, the corresponding figures for this country will have to be guessed. The men who manage the English railways say, and the Board of Trade has hitherto been content to agree with them, that it is not necessary for the public, or even for themselves, to know what is the average rate charged for carrying a passenger or a ton of goods a mile; what is the average weight of goods conveyed in a truck or in a train; or what is the volume of traffic carried over a given line. Yet these are the figures by which in other countries railway men, as also the controlling public authority, and the outside critics financial and other, judge performances. In order to make comparisons, it is necessary for us to guess as nearly as we can at the corresponding English figures. They will probably be correct within a margin of error of, say, 20 per cent, as a maximum.

"Passengers are much less important than goods for two reasons. In the first place, passenger journeys are largely in the nature of luxuries. Further, passenger receipts are always the smaller part of railway revenues. Even in England, where the proportion is higher than anywhere else, they amount to a good deal less than half.

"Goods rates, however, are on a very different basis. In round figures, in the United States a ton is carried three miles for 1d., in France or Germany three miles for 2d., and in England three miles for (probably) 3½d. What is the explanation? It is not the waste of competition."

"One of the main causes of the larger average mileage rate in England—and it is a cause which must always remain—is the comparative shortness of the haul. The average ton in America is hauled about 150 miles, in France 78 miles, in Germany about 60 miles. In England the average haul is (probably) somewhere between 25 and 30 miles. Length of haul may justify a higher rate in England than in the rival countries, but it cannot explain rates so high. But we may assume that behind the scenes the representations of which the Government approved, the Government proxy would be used to turn them out of office at the next general meeting. In practice, the Government never appeared openly upon the scene at all. The directors were re-elected year after year, very much as in any ordinary company. But we may assume that behind the scenes the representations of so important a shareholder received considerable attention."

"That State control from outside, through Parliament, the Board of Trade, and the Railway Commission, has not been very successful in the past is commonly admitted. In any case, it is inadequate under the new conditions that have now arisen. On the other hand, the objections to direct State operation under a Minister responsible to Parliament are most serious, and most devices for the interposition of a non-political buffer between Parliament and the railways have broken down under political pressure. It is open to question whether a plan could not be devised for giving the State some representation on the board of directors and some corresponding share in the profits of the concern without putting the Government in a position to enforce political methods of management."

## THE FREIGHT MARKET.

Very Little Alteration Reported.

Messrs. Snowman and Co., in their report dated May 26, state:

During the interval since we last reported on 12th inst. the position of affairs has not altered much. Time-charter rates still remain very strong but berth rates from Hongkong feeding ports are not at all commensurate. At close of our last circular the Saigon/Hongkong rate stood, nominally, at about 85 cents per picul and a fixture of a medium-sized outsider was made at this rate.

Since then, with little demand, the rate has weakened and offers of tonnage at 80 cents per picul could not find takers.

A small outsider is reported fixed at 75 cents and as we go to press further tonnage is in the market, indicating higher than this rate, but for charterers have not come up; in fact, in view of the state of the market it is hardly likely that offers at the moment can be made at more than 75 cents.

Exports of rice from Saigon from 1st January to 17th April amount to 282,899 tons as compared with 309,236 tons for the same period last year. Quotation for No. 2 white round-sifted rice stands at \$3.76 per picul f.o.b. Saigon for May/June shipment.

Bangkok/Hongkong:—There is, during the interval, has sagged somewhat. Whereas, when we last reported, it stood at \$1.35/ \$1.25 for inside/outside the bar loading, indications are now in the market to the effect that only \$1.10/\$1.00 can be paid.

Saigon/Java:—Fixtures of two medium-sized outsiders have been closed, for employment in this direction, at \$1.30 per picul.

Saigon/Philippines:—We have nothing to add to our last advices.

Newchwang/Jeantion:—There is possibility of tonnage being placed in this direction, but the present state of the bean market does not permit charterers to come along with offers.

Coal:—The Moi/Hongkong rate stands, nominally, at Yen 13.00 with no business reported.

Fixtures Reported:—Hongkong \$8.00, Hongkong/Palo Brani P.T., Hongkong/Hongkong \$10.00 per ton.

## OBITUARY.

Death of Dr. J. M. Atkinson.

Telegraphic news has been received from the Secretary of State for the Colonies to the effect that Dr. J. M. Atkinson, formerly Principal Civil Medical Officer in Hongkong, died on the 23rd ult.

It is known by his friends that for some months past Dr. Atkinson had been lying in a precarious condition, due to aneurism of the heart.

Dr. Atkinson was for many years Superintendent of the Government Civil Hospital, and succeeded the late Dr. Avres as Principal Civil Medical Officer, in conjunction with which appointment he held for some time the post of President of the Sanitary Board. He was for some time a member of the Legislative Council, and for many years a member of the Executive Council.

Dr. Atkinson made a reputation as a very skilful physician, and was responsible for the introduction of European nursing sisters in the Government Hospitals. He was also intimately connected with the establishment of the Victoria Hospital, and he rendered very valuable services to the Colony throughout his career in the furtherance of medical and sanitary improvements.

In the field of sport he was a well-known and conspicuous figure in the cricket field, and was also an expert lawn tennis player.

Since the war began, he had been employed under the War Office and has had charge of a military hospital.

In conjunction with Mr. Murray Stewart, he was also a representative in London of the Hongkong War Charities Committee.

His untimely death will be deeply lamented by the very large circle of his friends who are still in the Colony, whose hardy sympathy goes out to his widow, who was well-known here as a popular and very efficient matron of the Government Civil Hospital, and to his two young sons.

Coal:—The Moi/Hongkong rate stands, nominally, at Yen 13.00 with no business reported.

Fixtures Reported:—Hongkong \$8.00, Hongkong/Palo Brani P.T., Hongkong/Hongkong \$10.00 per ton.

FRENCH RELIEF FUND.

For Homeless Populations in Northern France.

Tenth List:—

Tai Shan & Co ... \$100.00  
J. W. Jack ... 50.00

Anonymous ... 30.00

"Iron claw" fund ... 50.00

Seng Heng Hong ... 10.00

Queen's Mary Needles-work ... 500.00

B. ... 50.00

J.D.T.Y. ... 10.00

Jose de Olaldia ... 60.00

On Wo & Co. ... 30.00

R.B. ... 11.11

Ouvroir des Dames Francaises de Hongkong ... 41.92

Previous Lists \$1,000

and \$15,056.97

Total \$1,000 and \$16,000.00

As shown above, the subscriptions in favour of the homeless populations in the liberated areas in Northern France reached the total amount of \$16,000, made out of private donations, and \$1,000 given by the Hongkong War Charities Committee.

This amount represents a total of 79,529 francs, which have been sent to the French Foreign Office as the "Hongkong Subscription".

It has been stipulated that these sums shall be remitted to the Mayors of the villages liberated by the Franco-British advance.

They will be distributed among the distressed families which have suffered the most during the two years and half of the German occupation.

The French residents and the French Consul in Hongkong do hereby convey to the generous donors an expression of their grateful thanks, the more so because the Hongkong community, being solicited by numerous and unceasing appeals for national war funds, has, however, so generously contributed to this French relief fund.

They find in this readiness of the Hongkong community towards all suffering a noble proof that among the Allies there is not only unity of front, but also unity of charity.

In Bulgaria practically all who are able to walk have been pressed into service, including boys of sixteen. Those of fifteen had just been summoned to present themselves at recruiting centres.

## GENERAL SHIPPING NEWS.

## Japanese Harbour Development.

The Acting British Vice Consul at Hakodate (Mr. F. C. Greatrex) reports that plans have been approved for a four years' programme of harbour works at the port of Asomari. The plans are for two detached breakwaters, two mole and a quay. The entire works are to cost about £155,000, and are being undertaken by the Prefectural Government, aided by a subsidy from the Imperial Treasury. The absence of any protection against northerly winds has long been a source of great inconvenience at this port, as communication between ships and the shore is often dangerous and sometimes impossible in winter.

## Port Improvements at Delagoa Bay.

The following information regarding port improvements at Delagoa Bay, is extracted from the Delagoa Bay Directory, just to hand for the current year, viz.:—"The idea of constructing a dry dock at Delagoa Bay has long been on the tapie, but only lately have definite steps been taken in the matter. Towards the end of 1916 money was voted for a slipway capable of accommodating all port craft, such as the large and the coastal steamers—all vessels in fact up to a tonnage of something like 1,250 gross. This proposal has, however, now been hung up on representations to the authorities that the port is not a slipway or a graving dock, but a floating dock capable of accommodating all ordinary sized vessels that call here, say vessels of 8,000 tons. These representations are substantially supported, and it is possible that the authorities will act upon them. The landing equipment is equally a feature of the port. There are 15 electric cranes—eight 5-ton, three 2-ton, two 10-ton, one 20-ton, and one 80-ton (the largest on the coast). Their number will be added to in the course of time."

**Sino-Japanese Steamship Co.** The Sino-Japanese Steamship Company which carries on services on the river Yangtze and along the coasts of China, declared dividends of 12 per cent. per annum on May 17. The profit for the half year was Y. 991,200 which with Y. 259,598 brought forward from the previous half year made a total of Y. 1,250,818 available for distribution. Baron Rempel Kondo, President of the company, reported that during the last six months China enjoyed a degree of peace in her political life. Commerce was also little disturbed. The Company accordingly followed a normal business course. The favourable situation was, however, sometimes menaced by unfavourable elements. The extraordinary boom in bar silver, having disturbed the money market, disquieted the business community, along with the movements for China's participation in the war. China's export trade was also reduced on account of the scarcity of tonnage. These were only balanced by the ever-increasing importation of Japanese articles in the interior provinces of China and the frequent rises in freights. On the Shanghai-Hankow line, he said, trade had been active. Bar silver booms stimulated the import trade. Among other things cotton, sugar, cotton cloth, seaweed, and several other Japanese articles witnessed a heavy increase. The export of China's staples to Japan, including raw cotton, beans, wheat, and some other cereals, also increased heavily. Exports to Europe and America, however, fell off. On the Hankow-Ichang line, movements of cargo were brisk. In Szechuan agricultural produce went off at good prices, and the farmers' purses were longer. The movements of troops on the line decreased and river traffic became easier. The demand for foreign goods in those parts was accordingly large. Among other articles seaweed, cotton yarns and other items were most briskly taken.

## Ducedin s.s. Co.

The directors of the Ducedin Steamship Company, Limited report a net revenue of £182,237 which, with £54,070 brought in, gives a balance of £236,408. From this £8,000 is appropriated for depreciation on steamers, £25,000 for depreciation reserve £51,223 for excess profit tax for 1915 and 1916, £7,648 for income-tax, £13,875 for management commission; £5,700 has been paid on account of interim dividend of 10 per cent. free of tax, and a further 25 per cent. free of tax, is recommended, making 35 per cent. for the year, with £109,873, carried forward. The Company's three steamers, aggregating 8,768 net tons, are valued at £78,000, or £8,181 per net ton.

## Shipbuilding in the States.

In regard to shipping construction, whether of merchant steamers or naval vessels, the United States is well prepared for whatever may happen in the future. An article in the current issue of the *Shipping World*, by E. T. Chamberlain, Commissioner of Navigation of the United States, well illustrates this fact. He says:—"The situation in the first week of March last in United States shipyards appears to be that the private yards are building or have contracted to build 284 sea-going steel merchant ships each of 1,000 tons gross or over, aggregating 1,432,206 gross tons. This tonnage is ten times the corresponding tonnage building or ordered in July, 1914, just before the outbreak of the European war, when the shipbuilding industry in the States was stagnating. The Shipping Control had ordered standard ships, and with many of the yards concentrating on these the output would be considerable in a short time. But he was also utilizing to a greater extent than formerly the carrying capacity of the tonnage already afloat—by closing the tonnage openings in steamers of the steamer-deck type. The extra immersion obtained could have been claimed by owners at any time if similar structural alterations had been made. By this expedient a considerable addition would be made to the capacity of vessels, but he was afraid that the ultimate gain would not be so great as some people anticipated. Ships were designed to work at a certain draught, and the under-water model and engine power were arranged accordingly. Increased immersion might spoil the model and make it difficult to drive. Relatively low engine power and bad model might nullify to some extent the advantage of the greater deadweight. It was not the deadweight capacity of the ship that was the true measure of her usefulness, but the rapidity with which she could move a given quantity of cargo from one port to another. Any reduction in speed must, therefore, be put on the debit side of the account when the gain from increased deadweight was being estimated. The Shipping Controller had also adopted a scheme for the extension of Indian summer free-board to other parts of the ocean where similar fine weather prevailed. The deadweight gained in this case was all to the good, because the design of the model and the ratio of engine power were fixed with the knowledge that the vessels would often be in this trim, and the vessels were suited to the trim. Continuing the Chairman said

## The British Corporation Registry.

At the annual meeting of the British Corporation for the Survey and Registry of Shipping, the Chairman said that in 1916, as in the previous year, very little progress was made with the completion of merchant ships. A few vessels which were long time on the stocks were finished, but they were so few as to be quite useless for comparison with previous years. It would be a mistake, however, to think that the subdivision required was worth the disadvantages it would entail.—*Exchange*.

that since he spoke a year ago, shipowners had wakened up to the effect of the Balkan Head Rules on mixed cargo and passenger steamers, and a strong effort was being made to induce the Government to postpone their operation until, at any rate, after the war. The war had taught the public many things, and one of the them was that no practicable system of subdivision would make a ship unsinkable. It was a question worthy of the most serious consideration whether the very limited protection that would be given to mixed cargo and passenger vessels by the subdivision required was worth the disadvantages it would entail.—*Exchange*.

## The Balancing of Propellers.

The paper read by Mr. King Salter at a meeting of the Institution of Naval Architects last month, says of April 12, was of then 240,000 tons. Now exceptional interest, in that it was 440,000 tons, but with much of no progress was being made. Although there was now a greater prospect of the cargo vessels being completed than for some time past, there was little chance of progress being made by rotating them in air. Contributions were made to the discussion by quite a number of speakers, including Mr. Burnaby, the great propeller expert. It is many expedients for increasing tonnage. The Shipping Control had ordered standard ships, and with many of the yards concentrating on these the output would be considerable in a short time. But he was also utilizing to a greater extent than formerly the carrying capacity of the tonnage already afloat—by closing the tonnage openings in steamers of the steamer-deck type. The extra immersion obtained could have been claimed by owners at any time if similar structural alterations had been made. By this expedient a considerable addition would be made to the capacity of vessels, but he was afraid that the ultimate gain would not be so great as some people anticipated. Ships were designed to work at a certain draught, and the under-water model and engine power were arranged accordingly. Increased immersion might spoil the model and make it difficult to drive. Relatively low engine power and bad model might nullify to some extent the advantage of the greater deadweight. It was not the deadweight capacity of the ship that was the true measure of her usefulness, but the rapidity with which she could move a given quantity of cargo from one port to another. Any reduction in speed must, therefore, be put on the debit side of the account when the gain from increased deadweight was being estimated. The Shipping Controller had also adopted a scheme for the extension of Indian summer free-board to other parts of the ocean where similar fine weather prevailed. The deadweight gained in this case was all to the good, because the design of the model and the ratio of engine power were fixed with the knowledge that the vessels would often be in this trim, and the vessels were suited to the trim. Continuing the Chairman said

## HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;  
B.—BUYERS; N.—NOMINAL.

## OFFICIAL PRICES.

H. K. & S. Banks n. \$715  
MARINE INSURANCES.  
Cantons s. \$350  
North Chinas n. t. 150  
Unions sa. \$870  
Yangtses n. ex 73 \$217

## FIRE INSURANCES.

China Fires b. \$146  
H. K. Fires b. \$327

## SHIPPING.

Douglas b. & s. \$82  
Steamboats b. \$17.50  
Indos (Def.) sa. \$107  
Indos (Pref.) a. \$40  
Shells n. 109—  
Ferries b. x. d. \$22

## REFINERIES.

Sugars b. \$108  
Malabon n. \$30

## MINING.

Kailans b. 39/6  
Langkats b. t. 17  
Raubs n. \$2.85  
Tronohs n. 27/6  
Urals n. 53/—

DOCKS, WHARVES,  
GODOWNS, &c.

H. K. Wharves sa. \$76  
Kowloon Docks b. \$122  
Shai Docks n. t. 93/

LANDS, HOTELS  
AND BUILDINGS.

Centrals n. \$99  
H. K. Hotels b. \$100  
Land Invest. n. \$95  
H'ph'res Est. b. \$30  
Kloon Lands n. \$33  
Shai Lands b. t. 80  
West Points b. \$75

## COTTON MILLS.

Ewos n. t. 15  
Kung Yiks n. t. 14  
Shai Cottons n. t. 121  
Yangtszeapoos n. t. 5.0

## MISCELLANEOUS.

Borneos b. \$7  
China Light & P. n. \$4.50  
Providents n. 48  
Dairy Farms n. \$33  
Green Islands b. \$7.70  
H. K. Electrics b. \$49  
H. K. Ice Co. n. \$151  
Ropes n. \$28  
Steel Foundries n. \$10  
Trams, Low Level. a. \$6.50  
Trams, Peak, old n. x. d. \$9.10  
Trams, Peak, new n. x. d. cts. 90  
Laundries b. & ss. \$8.40  
U. Waterboats n. x. d. \$13  
Watsons b. x. d. \$6  
Wm. Powells n. \$8.50  
Morning Posts n. \$29

CORRECTED TO NOON FRIDAY,  
JUNE 1, 1917.

**BENJAMIN & POTTS.**  
Share and General Brokers,  
Princes Building.

## EXCHANGE.

## SELLING.

T/T ..... 2/4/4  
Demand ..... 2/4/15/16  
30 d/s. ..... 2/4/4  
60 d/s. ..... 2/5  
4 m/s. ..... 2/5/1/16  
T/T Shanghai. .... Nom  
T/T Singapore. .... 102  
T/T Japan. .... 111/4  
T/T India. .... Nom  
Demand, India. .... Nom  
T/T San Francisco. .... 97  
—co & New York. .... 138  
T/T Java. .... 138  
T/T Marks. .... Nom  
T/T France. .... 3.25/4  
Demand, Paris. .... 3.26

## BUYING.

4 m/s. L/C. .... 2/5 9/16  
4 m/s. D/F. .... 2/5 11/16  
6 m/s. L/C. .... 2/5 13/16  
30 d/s. Sydney & Melbourne. .... 2/5 13/16  
30 d/s. San Francisco & New York. .... 58/4  
4 m/s. Marks. .... Nom  
4 m/s. France. .... 3.37/4  
6 m/s. France. .... 3.42/4  
Demand, Germany. .... —  
Demand, New York. .... 57/4  
T/T Bombay. .... —  
Demand, Bombay. .... Nom  
T/T Calcutta. .... Nom  
Demand, Manila. .... 114  
Demand, Singapore. .... 102  
On Haiphong. .... 33/4 prem.  
On Saigon. .... 31/4 prem.  
On Bangkok. .... 64/4  
Sovereign. .... 8.25 Nom  
Gold Leaf, per oz. .... 48.50  
Bar Silver, per oz. .... 38

## SUBSIDIARY COINS.

## DISCOUNT PER \$100.

Chinese. .... 20 cts. pieces 6.7/16/14  
Chinese. .... 10. .... 6.7/16/14  
Hongkong 20 cts. pieces 6.7/16/14  
Hongkong 10.

## BANKS.

**RANK OF CANTON,  
LIMITED.**

## HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and  
General Banking Business  
Transacted.INTEREST ON FIXED  
DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

## LOOK POON SHAN;

Chief Manager.

## BANKS

**HONGKONG & SHANGHAI  
BANKING CORPORATION.**

Paid-up Capital ..... \$15,000,000

RESERVE FUNDS:

Sterling ..... £1,500,000 at 2%

—\$15,000,000

Silver ..... \$15,000,000

\$33,500,000

Reserve Liability of  
Proprietors ..... \$15,000,000

**COURT OF DIRECTORS.**

H. D. Dodsell, Esq., Chairman.

G. M. Gashay, Esq., Vice Chairman.

W. D. Parr, Esq., Vice Chairman.

A. H. Compton, Esq.

JOHN MASTERS,  
Hongkong. — J. Webb, Esq.

Shanghai. — A. G. Stephen, Esq.

London Director. — London County and  
Westminster, Limited.

Hongkong. — Interest Allowed  
On Current Accounts at the rate of 2 per cent  
annual on the daily balance.

ON FIXED DEPOSITS:

For 1 Month 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

N. J. STABB,  
Chief Manager.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by  
THE HONGKONG & SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the daily balance at 3 1/2 per cent. per annum.

Deposits may be withdrawn at any time on notice of \$100 or more to the Hongkong and Shanghai  
Bank to be placed on FIXED DEPOSIT of 4  
months.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,  
Chief Manager.

THE CHARTERED BANK OF  
INDIA, AUSTRALIA AND  
CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... \$15,000,000

RESERVE FUND ..... \$1,250,000

INTEREST OF 3% per annum.

PROPRIETORS ..... \$15,000,000

FOR FOREIGN and General Banking  
business transacted.

CURRENT ACCOUNTS opened and FIXED  
DEPOSITS allowed for 1 or more periods, as  
the case may be, on application.

T. C. LOWING,  
Manager.

Hongkong, 11th April, 1917.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Head Office 15, Gracechurch  
Street, London.

Authorised Capital ..... £1,500,000

Subscribed ..... 1,125,000

Paid-Up ..... 562,500

Reserve Fund ..... 600,000

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There's a Difference  
BETWEEN  
"GOLD BAND"  
AND OTHER  
CIGARETTES.

Where nothing could please before  
"GOLD BAND" brings pleasure  
and satisfaction in a measure  
difficult to describe.



## PUBLIC AUCTIONS.

## GEO. P. LAMMERT.

## AUCTIONEER &amp; GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 2nd June, 1917.

commencing at 11 a.m. at Holt's Wharf Kowloon (For account of the concerned)

18 bales Paper, 29 bags Rivets and Shackles, 1 case Yellow Metal Sheets.

26 kegs Paint, 1 case Polish.

2 drums Varnish.

7 drums Turpentine Substitute.

And A Quantity of Corrugated Iron Sheets.

On view from the day of sale.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions from the Liquidator of Messrs. WITZKE & CO. in pursuance of an Order of the Hongkong Government to sell by Public Auction at 12 o'clock (NOON),

12 o'clock (NOON),

ON

FRIDAY, the 31st day of August, 1917, at their Auction Rooms, at No. 8 De Vaux Road, Central.

THE VALUABLE LEASE-HOLD PROPERTY situate and being Inland Lots Nos. 611, 612, 66, and 653, Victoria, Hongkong.

In Two Lots.

Lot One consists of the pieces or parcels of ground registered in the Land Office as Inland Lots Nos. 611 and 662 together with Godown No. 125 Wanchai Road, situate thereon.

Lot Two consists of the pieces or parcels of ground registered in the Land Office as Island Lots Nos. 611 and 663 together with Godown No. 127 Wanchai Road, situate thereon.

The area of the property comprised in Lot One is 5,500 square feet.

The Crown rent is \$70 per annum. The rates are \$52 per quarter.

The property comprised in Lot Two has a similar area and is subject to Crown rent and rates of similar amounts.

Each godown is built of brick and stone and is three storeys in height with a large tiled roof containing an attic storey. Each Inland Lot is held for an unexpired residue amounting to 940 years or thereabouts of the term created by the Crown Lease thereon.

Particulars and Conditions of Sale may be had from:

Messrs. DEACON, LOOKER, DEACON & HARSTON, 1-De Vaux Road Central, Solicitors for the Liquidator, or from

Messrs. HUGHES & HOUGH, the Auctioneers, Hongkong, 30th May, 1917.

## NOTICE.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Praya) in Kowloon and contains an area of 4500 Square Feet.

The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May 1888.

The Annual Crown Rent is \$60.

For further particulars and conditions of sale apply to MESSRS. HASTINGS & HASTINGS, Solicitors for the Liquidator, or to the Undersigned:

GEO. P. LAMMERT,

Hongkong, 23rd May, 1917.

## FOR SALE

MOTOR CARS, MOTOR CARS 1917. Overland Touring Cars, 6 Cylinder, 7 Seater. GEO. P. LAMMERT, Duddell Street, 1917. February, 1917.

## POST OFFICE.

## IMPORT PROHIBITIONS.

The public are informed that the undeclared articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coins and articles consisting partly of or containing gold; All manufacturers of Silver other than silver watches and silver watch cases; Jewelery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

## FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs insist that numbers of parcels addressed to France, Corsica and Algeria must fill in the columns of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of ongoing and incoming Mail will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia, and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong via Siberia to London on March 13th 1917 and to London Forward on March 13th and 15th 1917 a presumed loss.

Telegraphic advice has been received from London that the mails despatched from Hongkong via Siberia to London on March 13th 1917 and to London Forward on March 13th and 15th 1917 a presumed loss.

Monday, June 4, being a General Holiday, the Post Office will be open from 8 to 9 a.m.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

## LOCAL AND REGULAR MAIIS OUTWARD.

Tai O.—Week days, 5 p.m.  
Tal Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.

Cheung Chow.—Week days, 2 p.m.  
Shatin, Shatin, and Shemshui.—Week days, 4 p.m.

Aberdeen, Autau, Ping Shan, Sai Kung, Santon and Stanley.—Week days, 4.30 p.m.  
Canton, Samshu and Wuchow.—Week days, 7.30 a.m., Registration 5 p.m., Letters 6 p.m.; burdars 5 p.m.

Macao.—Week days, 7.15 a.m., 1.30 p.m.; Sundays, 9 a.m.

Kongmoon.—Week days, 6 p.m. Except Saturdays; Sundays, 3 p.m.

Nam Tin and Sammel.—Week days, 5 p.m.; Sundays, 5 p.m.

Shamian.—Week days, 10 a.m., 4 p.m.; Sundays, 9 a.m.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloom, h hall, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

## METEOROLOGICAL.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m., 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m., 1.30 p.m.

Canton.—Week days, 7.30 a.m., 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 7.30 a.m., 9.30 p.m.

Tai Ping Shan.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shak Ki.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kongmoon.—Week days, 6 p.m.; Sundays, 6 p.m.; Holidays, 6 p.m.

Kumchuk.—Week days, 6 p.m.; Sundays, 6 p.m.; Holidays, 6 p.m. Except Saturdays; Sundays, 6 p.m.; Holidays, 6 p.m.

Kaukong.—Week days, 6 p.m. Except Saturdays; Sundays, 6 p.m.; Holidays, 6 p.m.

Macau.—Week days, 6 p.m.; Sundays, 6 p.m.; Holidays, 6 p.m.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloom, h hall, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

## SHIPPING NEWS.

## ARRIVED.

La Saing, Br. ss. 3214, F. McNamee, 31st May.—Moy, 27th May, Gen.—J. M. & Co.

Tai Po, M. Jap. ss. 1529, Ho Inchi, 31st May.—Dairen, 24th May, Coal—M. B. K.

Hannan, Amer. ss. 2395, J. Lennox, 31st May.—Saigon, 27th May, Rice—C. H. & Co.

Phnom Penh, Br. ss. 1043, De La Sain, 1st May.—Bangkok, 25th May, Rice—W. F. King.

Hanover, Amer. ss. 1520, J. McNamee, 31st May.—Dairen, 24th May, Coal—M. B. K.

For the best Media, Biscuits, Confectionery, at before the war prices, see ALEXANDRA CAFE.

## WEATHER REPORT.

On the 1st at 12.40—The Japanese returns are looking, and these from the Philippines are incomplete. Pressure has increased considerably over Shantung and slightly over S. Manchuria and the Philippines; slight decreases are general elsewhere. The northern sun has moved eastwards to N. Japan; other low pressure areas are situated over Indo-China and the Yangtze Valley.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inch. Total since January 1st 18.43 inches, against an average of 23.63 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District. Forecast. S. & S. W. winds moderate to fresh; cloudy, showery.

1 Hongkong to Gap Hook—The same as No. 1.

2 Formosa Channel—The same as No. 1.

3 South coast of China between H.K. and Lantau—The same as No. 1.

4 South coast of China between H.K. and Hainan—The same as No. 1.

China Coast Meteorological Register, June 1, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind.

Westerly 6a 29.45 47 n 6 or

Westerly 5a 29.45 47 n 6 or

Westerly 4a 29.45 47 n 6 or

Westerly 3a 29.45 47 n 6 or

Westerly 2a 29.45 47 n 6 or

Westerly 1a 29.45 47 n 6 or

Westerly 0a 29.45 47 n 6 or

Westerly 23.70 70 98 nne 1b

Gutiaff 23.69 69 95 s 2b

Shay P. 23.78 76 93 w 1c

Amoy 23.75 77 86 0c

Swatow 23.79 73 94

Taikoo 23.80 75 0c

Taiwan 23.79 75 0c 4b

Kowloon 23.79 77 0c 0c

Flores 23.78 79 s 2c

Canton 23.74 78 95 nne 1c

Hongkong 23.74 81 85 new 2c

Gap Hook 23.74 81 85 new 4c

Macao 23.69 81 89 new 4b

Wuchow 23.72 78 94 new 2b

Pakhoi 23.72 78 94

Hollow 23.72 78 94

Phukian 23.68 79 95 new 6c

Touran 23.72 77 new 2c

C. S. J. 23.75 75 new 2b

Apari 23.75 75 0c

Dagupan 23.81 77 92 0c

Legaspi 23.81 75 96 new 1c

Tacloban 23.81 75 96 new 0c

Hollo 23.81 75 96 new 0c

Surigao 23.86 79 0b

G. a. 23.72 78 94 new 0b

Laujan 23.72 78 94 new 2b

## ENTERTAINMENTS

## VICTORIA THEATRE.

FRIDAY, 1st JUNE, 1917.